

ICE CREAM TICKET FINDS FUSION FIRM AT FOLEY'S

Irish, Chinese and Even Republicans Meet in Amity at Former Sheriff's Picnic.

SOME BOLT THE POPCORN

Punch and Judy and Tango, Too, Find Places on Slate Acclaimed by East Side Frolickers.

"It won't cost you nothin', son; this is on Tom Foley."

And that remark of one of "Tom" Foley's friends behind the orangeade counter explained about everything at the annual picnic of the Downtown Tammany Club in Harlem River Park yesterday.

For a long time now, long before many of the little tots who were present yesterday were born, "Tom" Foley, former Sheriff of New York County, has been giving a picnic every year to the mothers and children of the crowded tenement districts on the East Side.

Yesterday it seemed almost as if that great melting pot of the 2d Assembly District must be deserted. The Bowers, Chinatown and more than one "Little Italy" no longer existed. They had all been fused into "Tom" Foley's picnic. Chinese, Japanese, Spanish, Irish, Scandinavians, negroes and even Republicans and Socialists were there, but no creed or no breed existed among ten thousand consumers of 550 gallons of ice cream, oceans of orangeade and tons of sandwiches. What cared tiny Patrick Murphy for the monster called fusion when he had all the ice cream and popcorn he could tuck under his little torn shirt?

Although the rain threatened all afternoon, and even fell at intervals, to take the starch out of Sunday clothes freshly laundered for yesterday's great event, nothing so trivial as weather really mattered. Long before the park gates were opened a crowd of several hundred women and children of the neighborhood had gathered at the entrance, hoping to enter with the favored ones from downtown. But those from "the Second" had to be accommodated first, and ropes were stretched from the gates to the elevated road to keep the way clear for the thousands to arrive from "Big Tom's" own district.

Again and again the unbidden guests rushed over the ropes and surged about the gates. They knew they would get in eventually, for no one was ever known to be turned away from "Tom's" picnic, yet those tickets for swings and carousels and cake and popcorn were too tempting to wait for. Some of the mothers had babies in their arms, and two or three little ones clinging to their skirts. An army of small boys and girls raised a continuous clamor:

"Please let us in, won't you, mister? Aw! give us a ticket! Come on, won't you, please, mister?"

At last the loaded trolley cars, filled with a noisy, happy crowd of mothers and youngsters, began to arrive from the lower East Side. On every car was a big banner, bearing the magic words: "Tom Foley's Picnic, Sulzer Park, Today." And "Tom" was there to welcome them.

As that joyous throng of his own people—wives, mothers, and children—streamed past "Tom" Foley to enjoy their one big day of the year at his picnic he was in

FUN AT FOLEY'S OUTING.

Sketched by a Tribune artist.



TOM FOLEY AND SOME OF HIS ADMIRERS

their eyes greater than any king. The children all knew him, and kept hovering about him, shouting:

"Is there any more ice cream tickets, Mr. Foley? It ain't all eat up yet, is it, Mr. Foley? O-o-h, goody! goody! if it ain't!"

But all the picnicers were not mothers and children. A few of them were decidedly young ladies. Miss Rose O'Grady and Miss Rebecca Lowenstein and Miss Gretchen Schmidt were also among them. They were all dressed in the latest Grand street creations, they didn't find the punch and judy show half so interesting as the "dance and reception" in the evening.

A real magician took oodles and oodles of flags out of a hat, and last of all a big American flag, at which everybody cheered. And there was also a "double-jointed" man who did wonderful stunts on a trapeze.

"Sure he's double jointed, er he couldn't do all them twisty things," "Aw, g'wan, he ain't neither. He jist rubs himself with fishin' worm oil, an then he does 'em easy."

Nor was the picnic devoid of dignitaries. As one of the men on the committee said: "Anybody in New York that was anybody attended either the celebration in the afternoon or the 'dance and reception' at night."

Among the sponsors of the affair were Alfred E. Smith, Speaker of the State Assembly; Municipal Court Justice John Hoyer, City Magistrate Thomas Nolan, aged Tom Lee, Mayor of Chinatown, and scores of others.

Last night several East Side political clubs, with "Father Curry's Boys," of St. James's Church, were on hand to boost "Tom's" picnic. But as the real picnic was mostly over then and all the little kiddies of the day's merry-making fast asleep, the club members' efforts were devoted to making a success of the "reception."

Politics? Why, the idea!

TAKES CALHOUN'S PLACE

Lillenthal Head of San Francisco United Railroads.

San Francisco, Aug. 29.—J. W. Lillenthal, of San Francisco, has been chosen to succeed Patrick Calhoun as president of the United Railroads of San Francisco. A directorate composed of California men with a single exception supplants the directorate of Eastern capitalists. The United Railroads of San Francisco is a subsidiary of the United Railroads Investment Company of New Jersey.

Mr. Lillenthal declared that in the future the company would keep out of politics.

RULE STIRS GUARDSMEN THREE SLAYERS SOUGHT

Officers Criticize New Plan of Recording Individual Efficiency.

REPORTS CONFIDENTIAL

Leaves Subordinate at Mercy of His Superior Who Holds a Grudge, 'Tis Said.

Confidential reports on the efficiency of individual officers is arousing in the National Guard of New York the criticism that these reports open the door to superior officers with a personal grudge to say unfavorable things in the dark, while the subordinate is left with no redress. The new order provides that the reports must be filed at division headquarters by October 15.

It says that if a charge is entered which affects an officer's character the accused must be furnished with a copy of only that part of the report. His written reply will be filed with the original report and becomes a public document within the guard.

However, the report itself will remain confidential. Critics point to this as evidence that no officer can ever be informed if good or bad things are contained in these reports.

Officers who favor the method assert that no officer has anything to fear if he is faithful to duty, and that, on the whole, the reports will gradually weed out inefficient officers. On the other hand, an officer of long experience, commenting on the report, said:

"They can never give fair and intelligent records. This cannot be done unless superior officers serve day in and day out. They cannot answer details when they drill only twenty-four times a year and make a tour of field service every other year. Not a few are on unfriendly terms with some superior officer, and these reports open the way for stabbing in the dark. Annual inspection reports, records of drill attendance, etc., used for many years, give sufficient first hand information, without speculating. Many officers regard this move as very unfair."

The reports provide degrees of efficiency in this order: "Excellent," "very good," "good," "fair," "tolerable" or "poor." The colonel of a regiment, at one armory, reports on all the officers, but when a regiment is divided among several armories the lieutenant colonel and majors report on the officers under them at their headquarters.

The officer who is the subject of the report must himself answer in writing to thirty questions about age, height, weight, married or single, number dependent on him and experience in handling men outside of military service and his special knowledge of any line of work, business or profession.

LARGEST LAMES LUSITANIA

Bonus to Firemen Prevents Possible Record Passage.

The generosity of the Cunard Line officials in Liverpool in giving a bonus to the firemen force was responsible for the comparatively slow passage of the Lusitania, which arrived here yesterday after an absence of eight months.

The Lusitania is considered now by her owners to be the fastest steamship in the world. She has not yet beaten the Mauretania's record of 4 days 19 hours and 41 minutes, but on her recent trial trip, following the installation of new turbines and propellers, she maintained 27 knots for twenty-one hours.

Delighted with her showing, the Cunard officials gave a bonus to 208 stokers, and on sailing day eighty men who had made merry failed to report for duty.

With her firemen force thus crippled the Lusitania was unable to do better than 22 knots for the entire run. Her time was 3 days 6 hours and 20 minutes.

RIVER SUBWAY TUBE IS LAID

Harlem Waterway Section Put Down Without Tunneling.

The first section of the tube which is to carry the Lexington avenue subway under the Harlem River was laid yesterday. The tunnel will be completed without tunneling. The trains will run through four separate steel tubes, 1,080 feet long, laid in cement in a trench which already has been dredged out.

This trench is eighty feet wide at the bottom, which is fifty-eight feet below mean high water. The steel tubes are made of plates three-eighths of an inch thick. These tubes will be laid in five sections.

CONNECTICUT POLICE BAFLED BY DEATH MYSTERY.

NAME IN HAT A CLEW

Body Discovered in Lonely Spot in Unionville May Be That of Vendetta Victim.

(By Telegraph to The Tribune.)

Unionville, Conn., Aug. 29.—With a bullet through the breast and several wounds in the body and head, the body of a young, well-dressed man, unidentified, but apparently either a Frenchman or a Spaniard, was discovered this afternoon in a lot in the northern part of this village. The local authorities, co-operating with state police detectives, have not been able to pick up the slightest clue to the murderer, who are believed to have been three in number. A straw hat near the body bears an address in Boylston street, Boston, and a belt appears to have been purchased in New York City.

The best information toward solving the mystery comes from a conductor on the Wolley line that runs to Hartford, twelve miles east of here. He thinks he saw the murdered man, accompanied by three other foreigners, last Tuesday afternoon.

The crime was discovered by a track walker on the Northampton division of the New Haven road, who found the body lying thirty feet from the tracks and a quarter of a mile from the Collinsville highway. Medical Examiner E. M. Ripley says the man had been dead about two days, and that any of the four wounds would have caused death, but that the victim died to death quickly from a cut in his neck. No money was found on the body, but in one pocket was a Swiss watch, which had stopped at 12:34. Another curious thing found later this evening was a pair of lightweight street shoes, of a much smaller size and different in style from the sterner shoes on the victim. A razor, partially covered with rust, was found near the body.

Sheriff George S. Robotham and David Flynn, a state detective, who took charge of the case to-night, said there were evidences of a desperate struggle, which were entirely eradicated by the downpour of rain early to-day. It was learned to-night that several French Canadians from Canton came here to-night and said they had seen the murdered man in this vicinity about three weeks ago, although they asserted they did not know his business nor where he came from.

FRENCH BANK IN TROUBLE?

Franco-American Bank of Paris Said To Be Liquidating.

In financial circles yesterday the report from abroad that the Franco-American Bank of Paris is in serious financial difficulty and was liquidating was said to be due partially to the failure of the Kuhn interests in Pittsburgh. It was stated that the bank held a large block of the bonds of the American Waterworks Company, a Kuhn property, and that the depreciation in these and other securities was more than the bank could stand.

The Franco-American Bank maintains an office in this city at No. 45 Wall street, but Arthur Baur, the New York representative, refused to comment upon the adverse reports concerning the condition of his institution. He declared that the bank dealt largely in securities listed on the Paris Bourse. It has a capitalization of 10,000,000 francs.

Denial was made that the bank had become involved by its holdings of Mexican securities. It was stated that little or no business was done by the bank in Mexico of any kind.

NEW POINT IN TITANIC CASE

Claimants Say British Law Applies to High Seas Disaster.

Mahala D. Douglas and eighty-eight other Titanic claimants, through their counsel, Hunt, Hill & Betts, yesterday filed in the Federal District Court exceptions to the petitions of the Oceanic Steam Navigation Company, Limited (White Star Line), for limitation of liability for the disaster.

The exceptions assert that the steamship company's petition does not state facts sufficient to show cause of action for limitation of liability under the laws of the United States and that on its face the petition shows that the acts by reason of which and for which limitation is claimed took place on a British vessel on the high seas, and not within the territorial waters of any state or country, and, therefore, the law of Great Britain, with reference to limitation of liability, if any, would apply, and not that of the United States.

MELLEN TO REMAIN ON NEW HAVEN'S PAYROLL

Retiring President to Receive \$30,000 a Year for Five Years as Road's Adviser.

WILL AID HOWARD ELLIOTT

New Executive Amplifies Recent Remarks as to the Need of Paying Dividends Only When Earned.

Boston, Aug. 29.—"The Transcript" today says:

"Despite the statement issued by the New Haven Railroad that Charles S. Mellen, president, would have no connection with that road after to-morrow and would simply give advice from time to time to the new management as requested, Mr. Mellen will have a retainer of \$30,000 a year for a five-year period."

This retainer, "The Transcript" says, has been provided by members of the executive committee of the directors, and it is understood that it will be paid in a lump sum. The article continues:

"The directors felt that Mr. Mellen was entitled to this compensation because of his knowledge not only of the comprehensive schemes which are to be carried out by his successor, but of his intimate knowledge of the detailed transactions of the New Haven road. It was felt that Howard Elliott, the new president, in taking up his new position, would require some one upon whom he could rely for such information."

"Mr. Elliott had fully considered this matter with members of the executive committee of the directors before he accepted the position of president, and at the time of the directors' meeting in New York Mr. Elliott arranged to secure the co-operation of his predecessor in assuming his new duties."

"Mr. Mellen not only receives a retainer from those interested in the New Haven, but also will receive the equivalent of three years' salary as president of the Boston & Maine and the Maine Central railroads. Mr. Mellen, while president of the New Haven, has also been head of the two subsidiary companies, but has been paid no salary, although having the actual responsibility for the operation of these properties."

Howard Elliott, who goes to the New Haven Railroad as president on September 1, issued a statement yesterday amplifying remarks made by him at the recent stockholders' meeting to the effect that patience should be shown toward a policy that might temporarily be considered as disturbing to the interests of the shareholders. What was taken to indicate a further reduction of the New Haven dividend was his statement that dividends must be earned if paid.

Mr. Elliott, however, qualified this announcement by saying that it applied to all the railroads of the United States, and not alone to the New Haven. He said further:

"The above remarks were not based on results or expectations on the New Haven road alone, but on the general railroad situation in the United States. It is a matter of common knowledge that the margin between income and outgo on the American railroads is very narrow and too small for the best interests of the country, which needs the very best of transportation facilities."

"Circumstances sometimes compel changes in dividends. The great Chicago, Burlington & Quincy road at one time had to reduce its rate from 5 per cent to 4 per cent, and at one time to 3 per cent, and so have the New York Central and Chicago, Milwaukee & St. Paul. Only recently the Chesapeake & Ohio had to reduce its rate and the Big Four had to pass its dividend. The Wabash, Erie and Erie Marquette roads, all serving important parts of the United States, have not been able to make enough to keep out of court, and are all in the hands of receivers."

"The results on the New Haven road for the year ended June 30, 1913, as published in the newspapers, showed that the road failed to earn the dividends paid by \$1,630,000. There are twenty-seven directors of the road, and the decision about dividends rests, of course, with them. I have not discussed this question with them and do not know their views, but it seems obvious that dividends cannot long be paid unless earned and that it is wise to look the situation squarely in the face."

"It is conceivable that a somewhat reduced corn crop in the West, some disturbance in the manufacturing business because of the readjustment of the tariff, some slackening of business generally, may produce a worse change the dividend rate. I most earnestly hope that such conditions will not arise, and I have faith in the future growth of all kinds of business in the United States and in New England, and I have faith in the strength and stability of her railroads in the long run, but if earnings decrease to a greater extent than it is possible to reduce expenses, then it would seem to be better to face the issue and consider the ultimate welfare of the property, even at the cost of temporary loss and inconvenience."

Charles S. Mellen, the retiring president of the New Haven road, left yesterday for his summer home at Stockbridge, Mass.

12,000 GO BACK TO MACHINES

Cloakmakers End Strike on Manufacturers' Agreements.

The strike of cloakmakers against the sub-manufacturers, to compel them to accept the standard set by the peace protocol between the organized manufacturers and the union, which began two weeks ago and involved 7,000 cloakmakers on the first day of the strike and 5,000 later, was officially declared at an end yesterday.

It was said by the settlement committee of the strikers, which has been meeting at the Broadway Central Hotel since the second day of the strike, that all but nine or ten of the small sub-manufacturers have applied for settlements.

ROYAL MAIL SHIFTS STEAMERS.

The Royal Mail Steam Packet Company announced yesterday that their steamer Orotava, after her next voyage on the New York-Bermuda service, leaving September 6, will be replaced by the yacht-cruiser Caribbean. The Orotava will sail from New York September 17 for Southampton, re-entering the Royal Mail Company's Europe-West Indies-New York service.

IMPERATOR TO GO ON TIME

Will Take Record List Despite Fire—Line Thanks Public.

Julius P. Meyer, vice director of the Hamburg-American Line, issued a statement yesterday thanking its patrons for expressions of confidence they had shown since the fire in the steamship Imperator and for messages of sympathy received from many parts of the country. The statement follows:

"We are pleased to be able to make the statement that all of the arrangements were completed this afternoon for the departure of our steamship Imperator to-morrow (Saturday) morning on schedule time, with a record list of passengers for this season of the year, namely, 425 first cabin, 250 second cabin, 400 third cabin and about 550 steerage passengers. Since the occurrence of the fire the booking advanced in the usual way, and no less than sixty passengers were booked in first class and thirty-five in second class since yesterday morning. All passengers were notified by telegraph immediately after the fire damage was ascertained that the Imperator would sail on time and in her usual first class condition."

"The fire has demonstrated the great value of the modern method of ship construction installed in the Imperator by her builders, the Vulcan Shipbuilding Company—the method of dividing the ship into numerous steel compartments, thereby providing the greatest possible safety at sea against accidents of the sea or by fire. The compartment where the fire occurred was examined thoroughly to-day by the representatives of the German Lloyd's, the Board of Hamburg Underwriters and the local United States Bureau of Steamship Inspection, and a certificate was issued to the company as to the perfect condition and absolute seaworthiness of the ship."

"We are indeed grateful for the great confidence shown us by our patrons and for the great number of telegrams of sympathy received from all parts of the country by Commodore Ruser, as well as by the officers of our line, and we hereby gratefully acknowledge these kindly expressions. We wish to emphasize how highly we appreciate the prompt response of the fire departments of New York and Hoboken and the very valuable services rendered by them."

"The Imperator can sail on schedule time to-day only because a record was broken by the De Mayo Coaling Company, which placed on board eight thousand tons of coal in eighteen hours. This feat was begun Thursday after the fire was extinguished, and the last scoopful went into the hold at 7 o'clock Friday night."

ROGER C. SULLIVAN BACK

Delegation of Chicago Politicians Meet Traveller at Pier.

Roger C. Sullivan, Democratic leader of Chicago, who sailed for South America more than four months ago with John P. Hopkins, a former Mayor of that city, returned yesterday from Argentina by way of Liverpool on the Lusitania.

The politicians left New York on the Lamport & 1st liner Vasari. Mr. Sullivan was joined in Europe by his wife and daughter, Miss Virginia Sullivan, who returned with him yesterday. Mr. Hopkins was accompanied from Liverpool by his sister.

A delegation of forty Chicago politicians was at the pier to welcome the travellers. Among them were Attorney General P. J. Lucey, William Ryan, State Treasurer, and Robert M. Sweetzer, City Clerk. Benjamin Mitchell, a state Senator, boarded the vessel at Quarantine from the revenue cutter.

Considerable interest is centred in Mr. Sullivan's return because of the influence he may exert in the passage of a resolution authorizing an appropriation of \$15,000 for the investigating of voting frauds in Chicago. According to rumors, many of Mr. Sullivan's friends in the Cook County board are trying to block the appropriation. Regarding the proposed resolution Mr. Sullivan said:

"Whatever influence I have, I will use to have the resolution voted and passed. Jumping quickly from politics to the subject of South America, he continued: "I was greatly interested in Brazil and Argentina. They are both great countries. I found in Brazil a most friendly feeling for the United States. Conspicuous among my observations in Argentina was the hold the American packers have on the beef industry of that country. They control the biggest part of the industry. We need a big merchant marine."

CRIPPLES HOLD FAIR.

For the last two days the children of the Day Home and School for Crippled Children, Hartwood-on-the-Bound, have held a fair on the grounds of the school. Mrs. Bryant Willard was general overseer and guide to the little folk. Everything on sale was made by the children.

AMUSEMENTS.

HIPODROME OPENING TO-NIGHT AMERICA

WINTER GARDEN

CASINO WED. EVE.

DE WOLF HOPPER

LIEBER AUGUSTIN

BOX OFFICE TO-DAY AT 9 A. M.

The Boston Critics Said

KISS ME QUICK

Now at the

48TH STREET THEATRE

Was Shakespearean

It Is Piffle

The Receipts Went Up \$108 on Wednesday Night.

WHO'S LOONY NOW?

Low Fields 44th St. Music Hall, Evs. 8:15. Phone 729. Low Fields in 'I'll Aboard' Mat. Today. 30th St. THEA. Evs. 8:30. Mat. Today & Wed. 31st St. THEA. Evs. 8:30. Mat. Today & Wed. 32nd St. THEA. Evs. 8:30. Mat. Today & Wed.

LYRIC THEA. Mat. To-day, Lab. Day & Wed. JOSEPH MAXLEY in WHEN DREAMS COME TRUE. MAXINE ELLIOTT'S Theatre. Evs. 8:30. Mat. To-day, Lab. Day & Wed.

THE LURE

Playhouse 48th E. of B'way. 2828 Bryant. Evs. 8:20. Mat. Today, Lab. Day & Wed. 11th FAMILY CUPBOARD

By OWEN DAVIS. "Lines leaped over footlights."—Post. ASTOR (Every day, incl. Sun. 2:30 & 8:30. 25-50. (Circ. Kleins per. "QUO VADIS" 11:45 & 12:15. The Photo Play.



No! Not off 'till this afternoon.

This morning we're on the jump with everything men and boys wear on a Holiday! Sporting Goods too.

Close at 12 to-day. Closed all day Monday.

ROGERS PEET COMPANY, Three Broadway Stores at Warren St. 13th St. 34th St.

Kennedy is Cortlandt

Outing Togs

A THIRD SAVED

Gray Flannel Shirts, 98c

Tennis Shirts, 98c

Khaki Trousers, \$1

\$1.50 Soft Cuff Shirts, 98c

Of woven madras and fine soft percale.

Sweater

Coats, \$2.98

Wool Bathing Suits \$1.98 (value \$3.00)

\$5 Heavy Silk Shirts at \$2.98

\$3 Gray Flannel Outing Pants, \$1.98

\$5 Striped Flannel Outing Pants, \$2.98

ATWOOD

A LOW 2 FOR 25 CTS.

RED-MAN COLLAR

EARL & WILSON

AMUSEMENTS.

NEW YORK'S LEADING THEATRES

EMPIRE

JOHN DREW MUCH ADO

GLOBE

CARLE WILLIAMS

THE DOLL GIRL

LYCEUM

Where Ignorance Is Bliss

NEW AMSTERDAM

MATINEE TO-DAY AT 2:15

RECEIVED LAST 2 WEEKS

ZIEGFELD FOLLIES

Special Labor Day Mat. Next Monday.

GEO. COHAN'S THEATRE

Special Labor Day Mat. Next Monday.

POTASH & PERLMUTTER

FULTON

RICHARD BENNETT

DAMAGED GOODS

THE FIGHT

GRAND

LONGACRE

"BRINGS UNALLOYED JOY"—Times

"THE FIRST REAL The New Musical Comedy"